

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. : 1003**  
TO BE ANSWERED ON THE 9th February 2026

**STRUCTURAL PROBLEMS IN AVIATION SECTOR**

1003. SHRI PRAMOD TIWARI

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether recent crisis involving IndiGo has exposed deep structural problems in aviation sector;
- (b) if so, the details thereof;
- (c) whether many UDAN routes remain commercially non-viable with airlines withdrawing after viability gap funding expires;
- (d) if so, the details thereof;
- (e) whether aviation sector regulator (DGCA) is constrained by limited autonomy, funding and manpower; and
- (f) if so, the steps proposed to be taken to make DGCA independent with greater resources and authority?

**ANSWER**

Minister of State in the Ministry of CIVIL AVIATION (Shri Murlidhar Mohol)

(a) & (b): IndiGo Airlines experienced significant operational disruptions in early December 2025, resulting in widespread flight delays and cancellations. The primary causes for the disruption were over-optimization of operations, inadequate regulatory preparedness, along with deficiencies in system software support and shortcomings in management structure and operational control on the part of M/s IndiGo.

(c) & (d): As on 20.01.2026, 657 routes have been operationalised under RCS-UDAN scheme. Post completion of the three-year VGF tenure, many routes continue operations on a commercial basis without VGF, indicating successful route maturation and demonstrating market viability. Reasons for discontinuation of routes include poor visibility conditions, daytime runway restrictions at VFR-only airports, shortage of aircraft, leasing issues, temporary discontinuation by airlines, novation of routes and low passenger load factors. To address these challenges, the government provides viability gap funding (VGF) to airlines, supports the upgrading of regional airports and encourages operational flexibility. Further, eligible routes that were discontinued in the past rounds due to various reasons such as airline failure, are re-bid, awarded and operationalised in the subsequent rounds.

(e) & (f): Steps are being taken to strengthen manpower and empower DGCA to certify aircraft and enforce safety norms. These measures aim to improve efficiency, technical

capability, and alignment with international best practices, ensuring safe and effective regulation of the aviation sector.

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